



Transportation Commission

September 20, 2017



COMMISSION MINUTES: April 2017 Meeting

Agenda Item #1



Updates to Receive (Consent)

Agenda Item #2



Commission Updates

Agenda Item #3



Commercial Parking Standards Update

Agenda Item #4

Commission Charge

- 1. Receive an update** on the City's review of its existing commercial parking standards.
- 2. Discuss the recommendations** of the Task Force and their rationale.
- 3. Provide input** on the draft recommendations.

What is a parking requirement?

- Requirement for **off-street** parking for
 - specific uses
 - typically a ratio of spaces per: square footage of building, number of seats, number of students, etc.
- Parking Requirement is not the same as Parking Supply
- Alexandria examples:
 - **Restaurant:** 1 space per 4 restaurant seats
 - **Hotel:** 1 space per guestrooms + 1 additional space for every 15 hotel guestrooms
 - **Office:** 1.67-2.22 spaces per 1,000 sf
 - **Retail:** 2.0-6.0 spaces per 1,000 sf
- Alexandria's multifamily residential requirements were updated in **2015**
- Alexandria's commercial requirements were updated in **1963**

Where do requirements come from?

- 1930s - Overcrowded curbspace
 - No on-street management
- Cities started adopting requirements
 - Usually based on little to no research
 - Often copied from similar jurisdictions



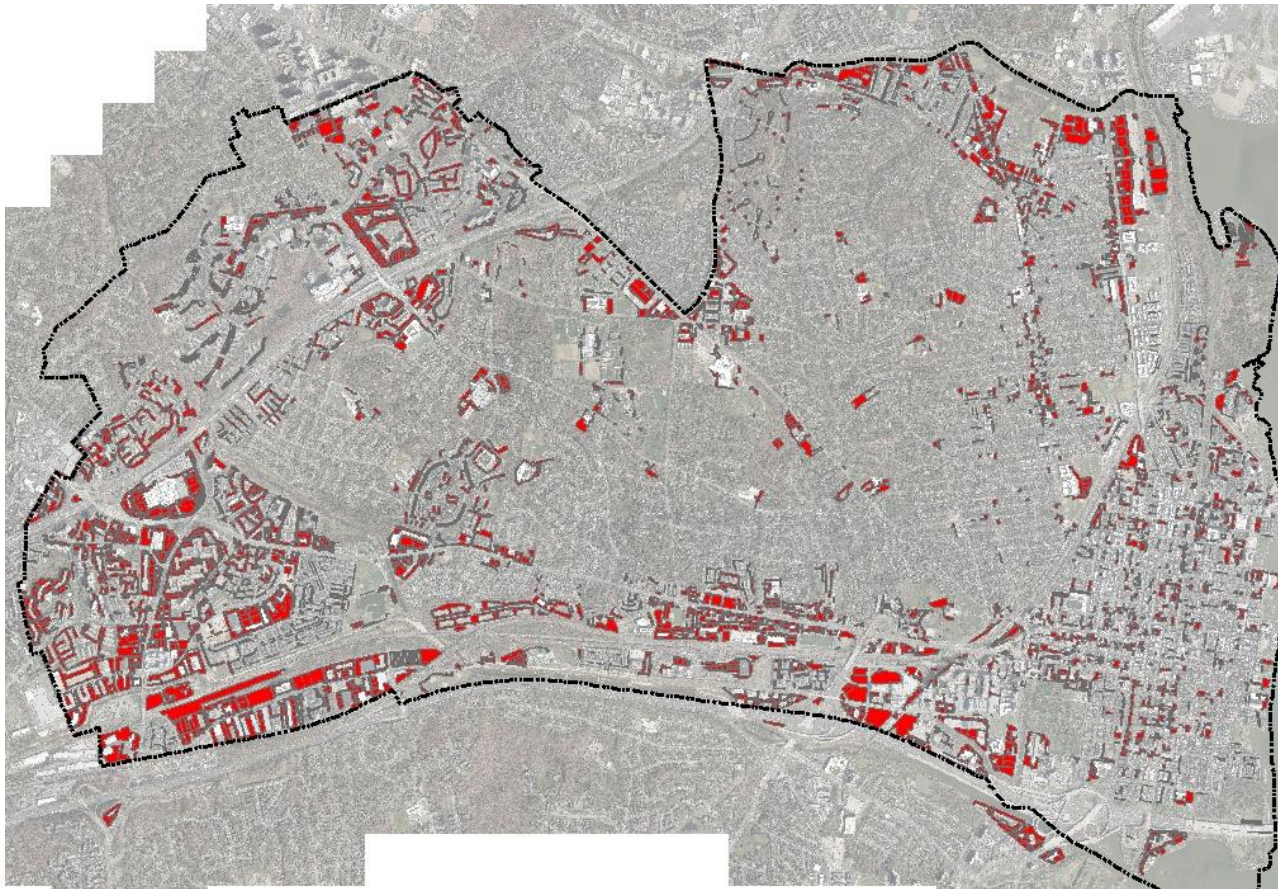
What were the City's priorities in 1963?

- Car ownership
- Make places easily accessible by car
- New development should provide parking for everyone
- No Metro system in Alexandria yet



What are the results from these parking requirements?

A LOT of parking was built



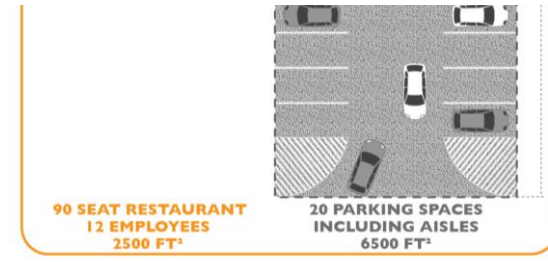
10% of the City is a parking lot (does NOT include on-street parking or garages)

What are the results from these parking requirements?

- Promoted driving, which contributed to congestion
- Undermined walking, biking, transit
- Suburban style development that's further apart
- Residents need a car to get around
- Historic buildings demolished and green space paved over to make parking lots
- Development became more expensive
- Stormwater, environmental issues
- Health issues

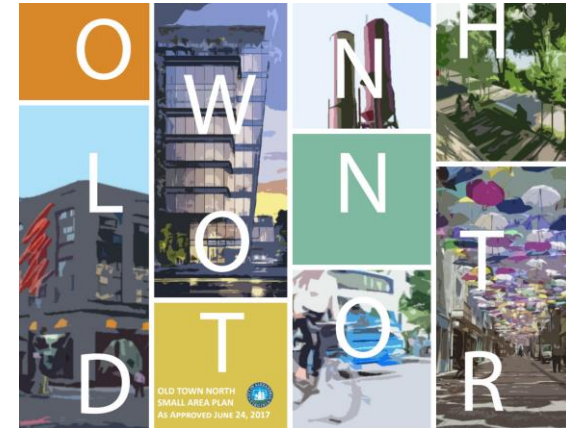
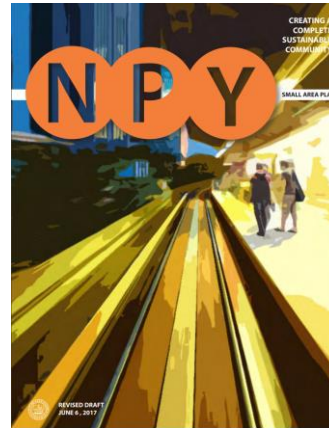


Parking is still identified as a TOP issue for the City



Has the City changed since 1963?

- More ways to get around
- New development is urban and focused around walkability and mobility
- City Plans and Policies support urban development and lower parking ratios
- New developments are still providing too much parking



What will the future bring?

- Transportation
 - Electric Vehicles?
 - Autonomous Vehicles?
 - TNCs (Uber, Lyft, etc.)?

- Commercial Trends
 - Neighborhood focused
 - “Lifestyle”



How does Parking Work Today?

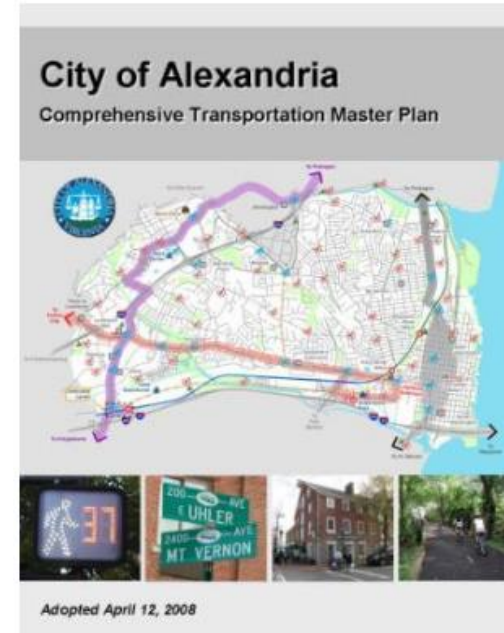
- Existing buildings - Hard to change
 - Can prevent filling existing storefronts
⇒ King Street CBD Zone
 - Business expansion
 - Off-site parking contracts
 - SUP – Time, money for small businesses
- New Developments – how much parking?
 - Many developments request reductions
 - Almost never denied

Why is the City updating its ratios?

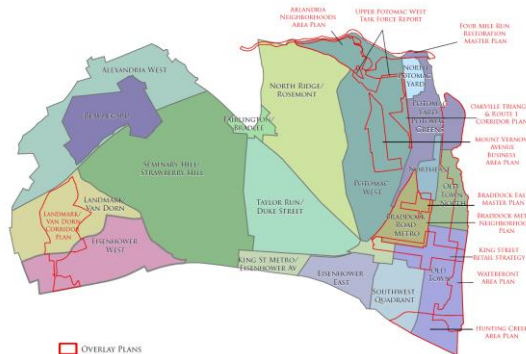
- Current standards are over 50 years old
- Urban Development
- Support walking, biking, and transit investments
- Reduce burden on:
 - small businesses
 - residents
- Commercial trends
- Changing technology that will impact driving
- Environmental leader



Which policies and plans support updating the ratios?



CITY OF ALEXANDRIA, VIRGINIA MASTER PLAN

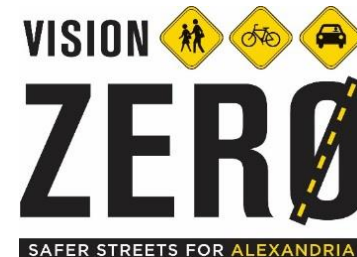


OVERLAY PLANS



ALEXANDRIA
COMPLETE STREETS
DESIGN GUIDELINES

Alexandria Department of Transportation • Engineering Services



How is the City updating its ratios?

Position	Appointee
Planning Commission (1)	Nathan Macek, Chair
Transportation Commission (1)	Melissa McMahon
Traffic and Parking Board (1)	James Lewis
Former Old Town Area Parking Study Work Group (1)	John Gosling
NAIOP, the Commercial Real Estate Development Association (1)	Michael Workosky
Mixed-Use Developer with experience in Alexandria and other urban areas (2)	Austin Flajser Jeremy Lena
At-Large Alexandria Residents (3)	Christopher Ferrara Danielle Fidler Shari Simmans
At-Large Alexandria Residents with Expertise in Regional Transportation or Parking Issues (1)	Cathy Puskar

Task Force has held monthly meetings that are open to the public since March 2017

What are some assumptions for updated ratios?

- People will still drive
 - How many people? How often?
- Travel patterns are changing
- Alexandria is not Manhattan
 - But Alexandria is moving towards more **urban development**
- Sensitive to spillover impacts
 - May require different **on-street management**

What are the goals for updated ratios?

- Consistent with City policies and plans
 - Increase non-SOV trips
 - Support investments in transit
- Promote and encourage Small Businesses
- Attract quality development and investment
- Improve quality of life for residents
- Simplified and flexible ratios
- Consistent with market trends

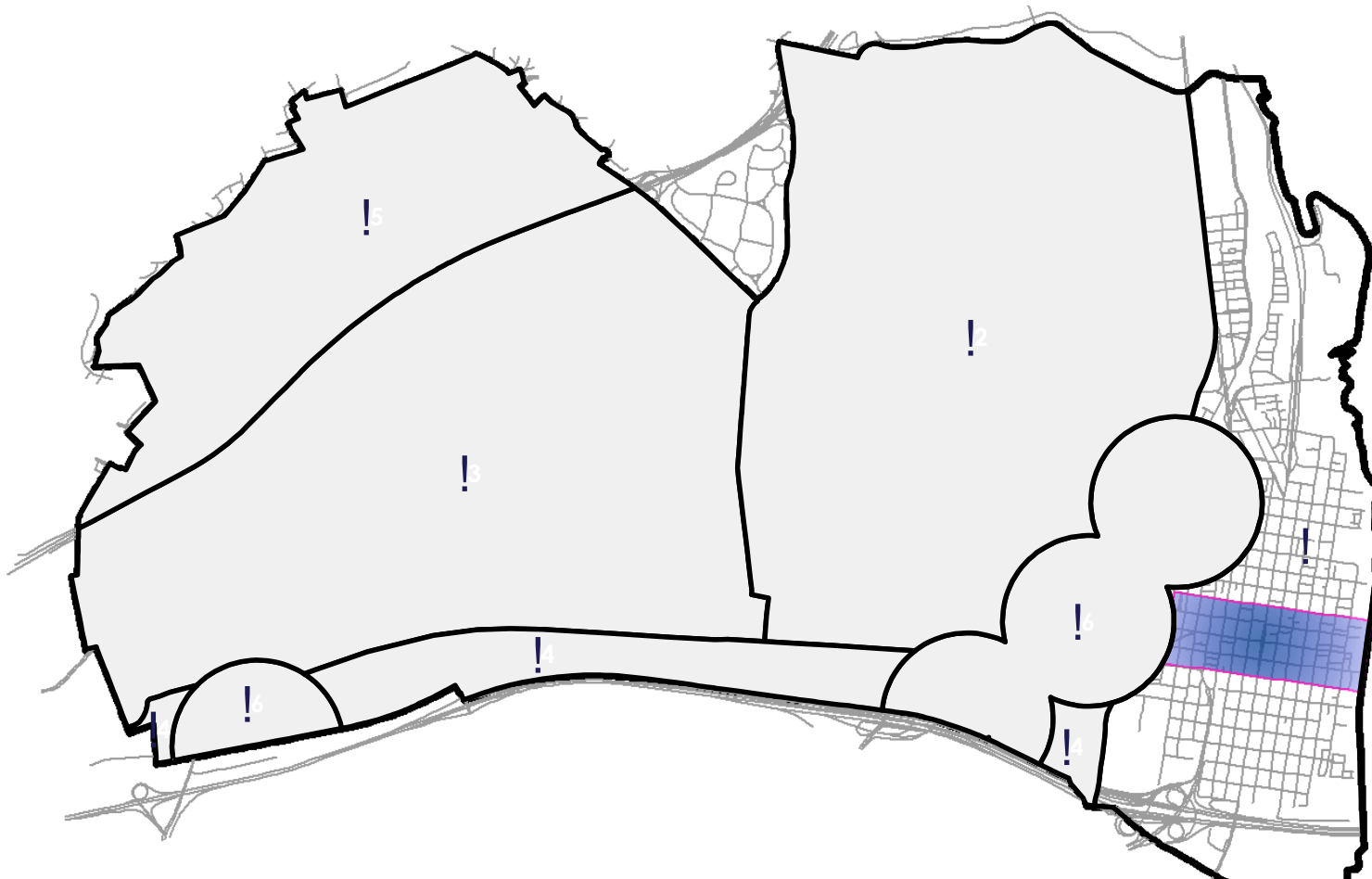
What are the major takeaways from the study data and Task Force discussion?

- 60 sites across the city (excluding King Street)
- Every site except 1 had a **lower** parking demand than required
- **59%** Average peak occupancy
- **32%** travel to hotels via taxis, Uber, and Lyft
- **52%** of restaurant-oriented trips did not require parking
- **Zero** parking reductions have been denied in the past 5 years
- Some sites are leasing spaces to utilize excess parking

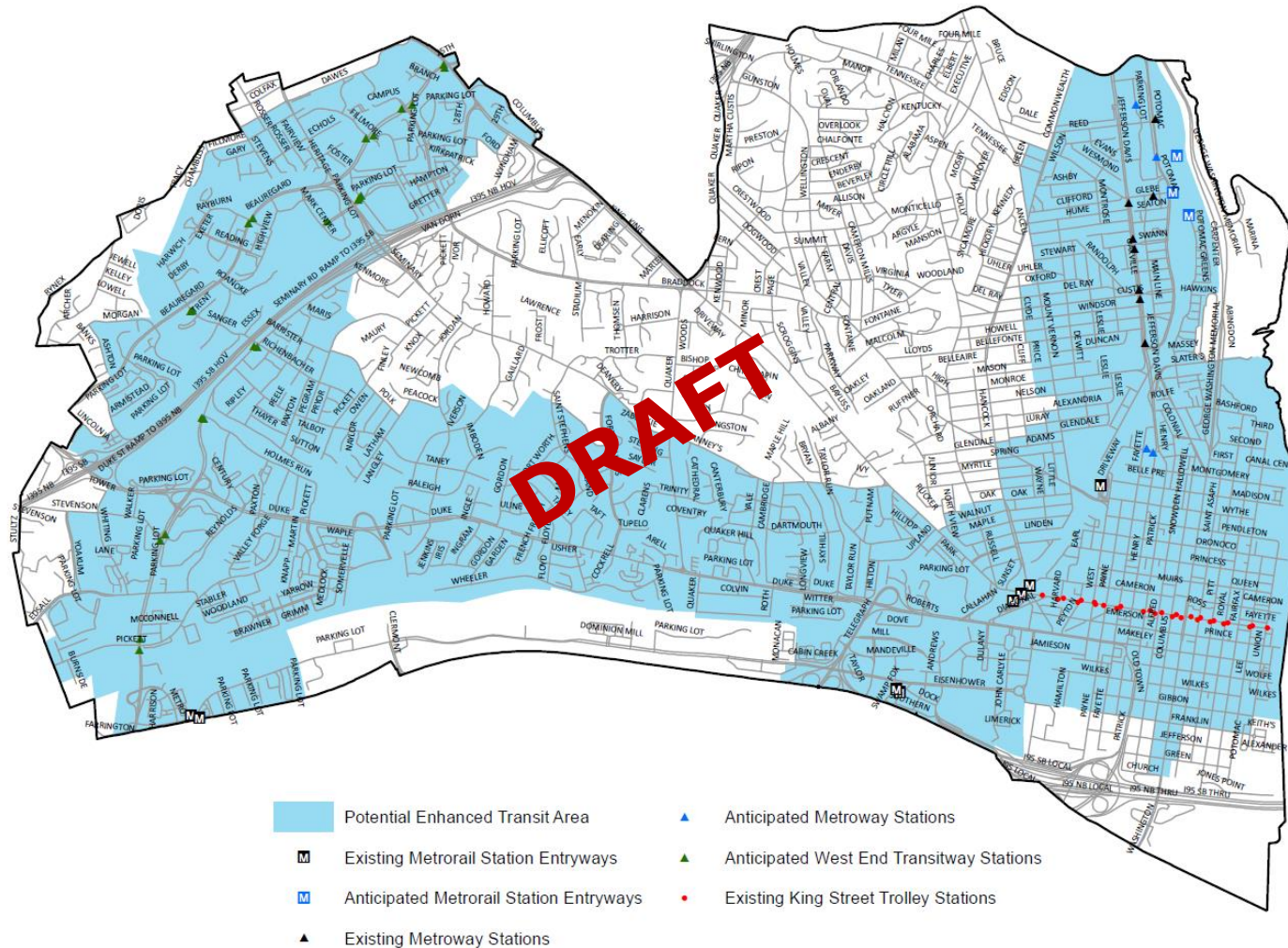
Task Force's **Commercial Parking** Recommendations for Consideration

- Simplified map
- Different ratios for areas with good transit access
- Minimum and Maximum Ratios
- Exemption for small uses
- Shared Parking

Today's **Commercial Parking** map



Task Force's **Commercial Parking** Recommendations for Consideration

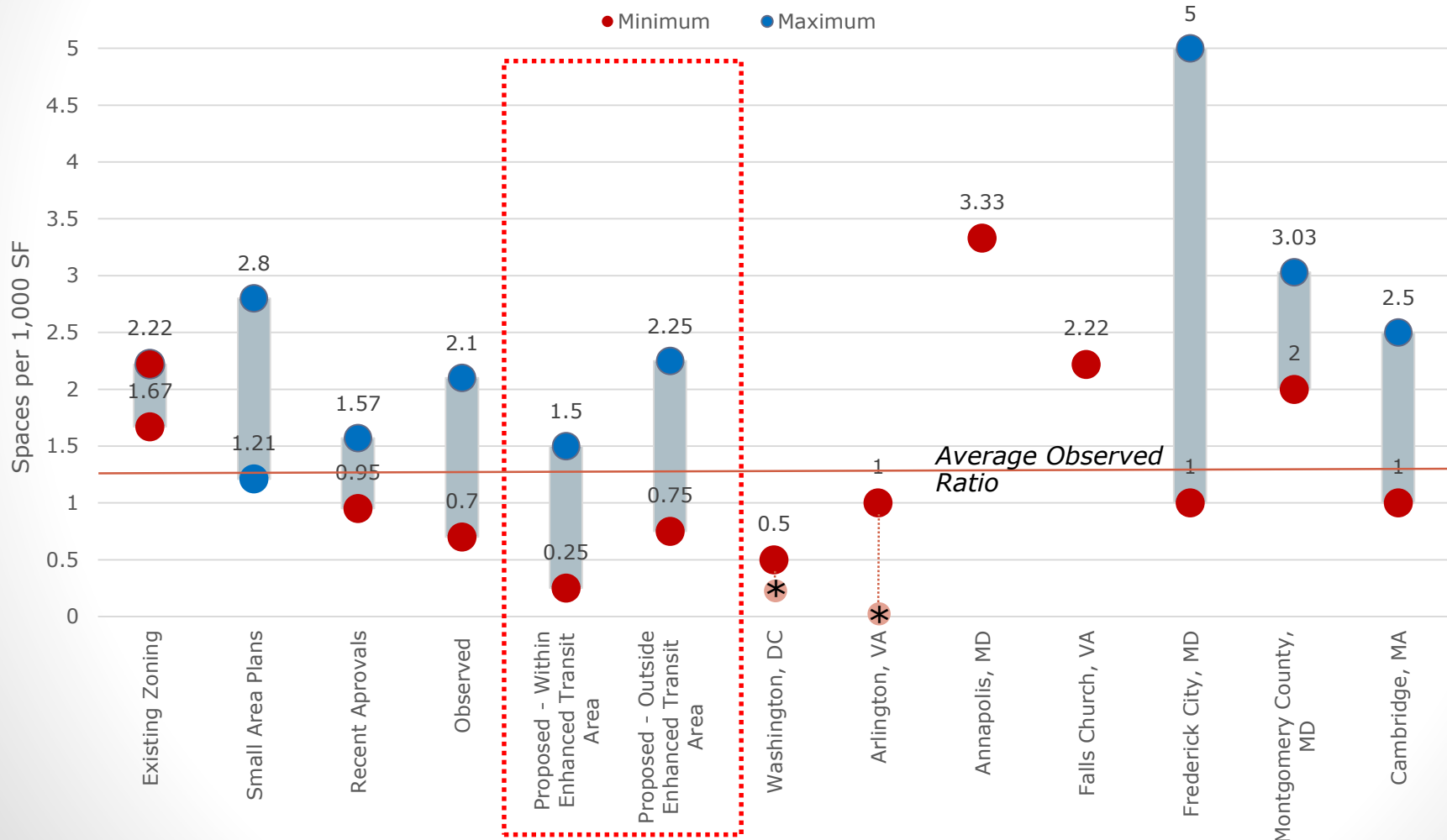


Task Force's **Commercial Parking** Recommendations for Consideration

Location	Office		Hotel		Retail		Restaurant	
	Min	Max	Min	Max	Min	Max	Min	Max
	Per sf		Per room		Per sf		Per sf	
Within Enhanced Transit Area	.25	1.50	.2	.4	.25	3.0	1.0	3.0
Beyond Enhanced Transit Area	.75	2.25	.25	.7	.75	4.0	1.0	4.0

Task Force's **Commercial Parking** Recommendations for Consideration - **Office**

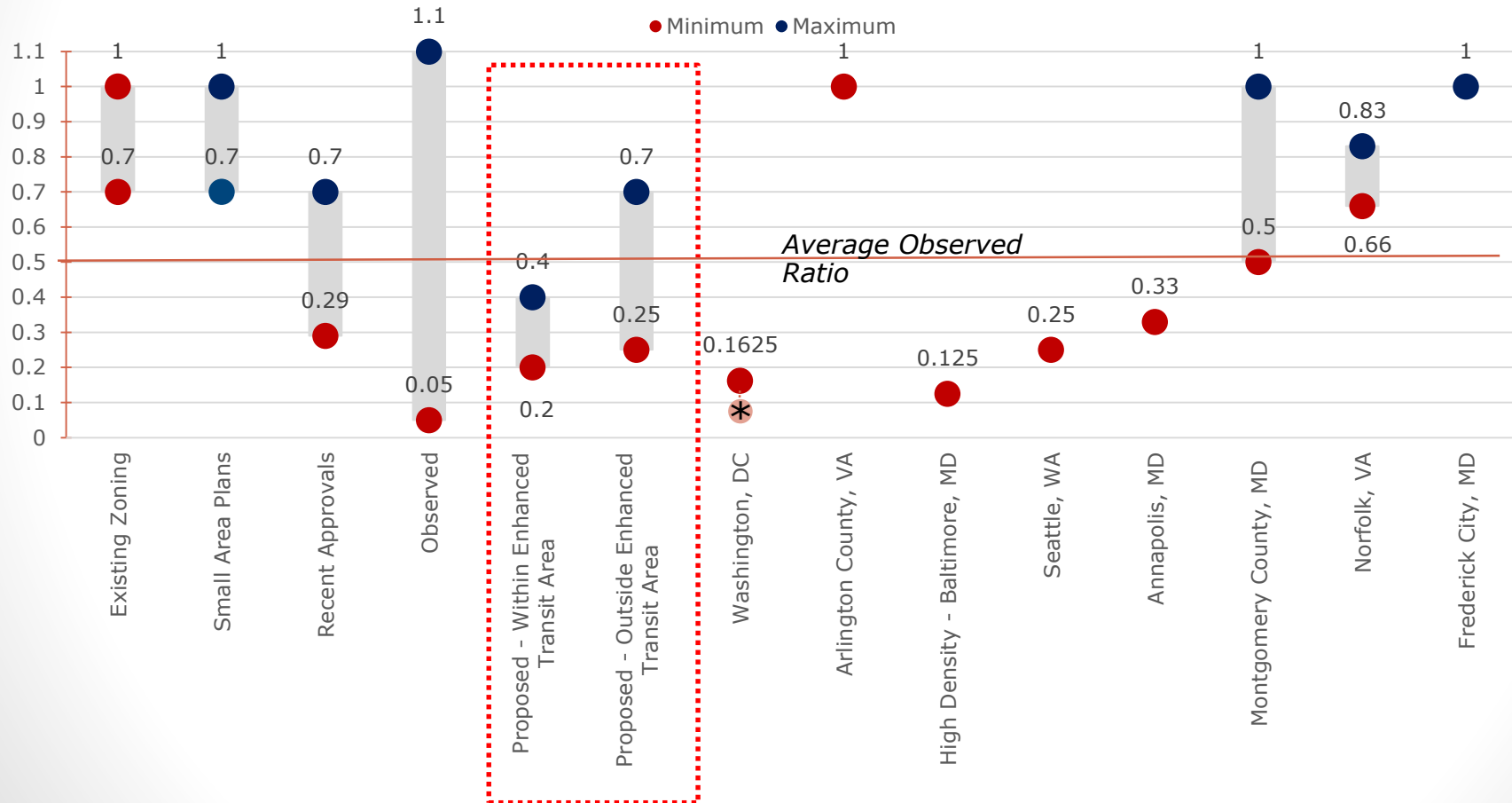
Comparison of Parking Requirements



* DC allows a 50% reduction for transit; Arlington allows lower ratios through additional TMP contributions

Task Force's **Commercial Parking** Recommendations for Consideration - **Hotel**

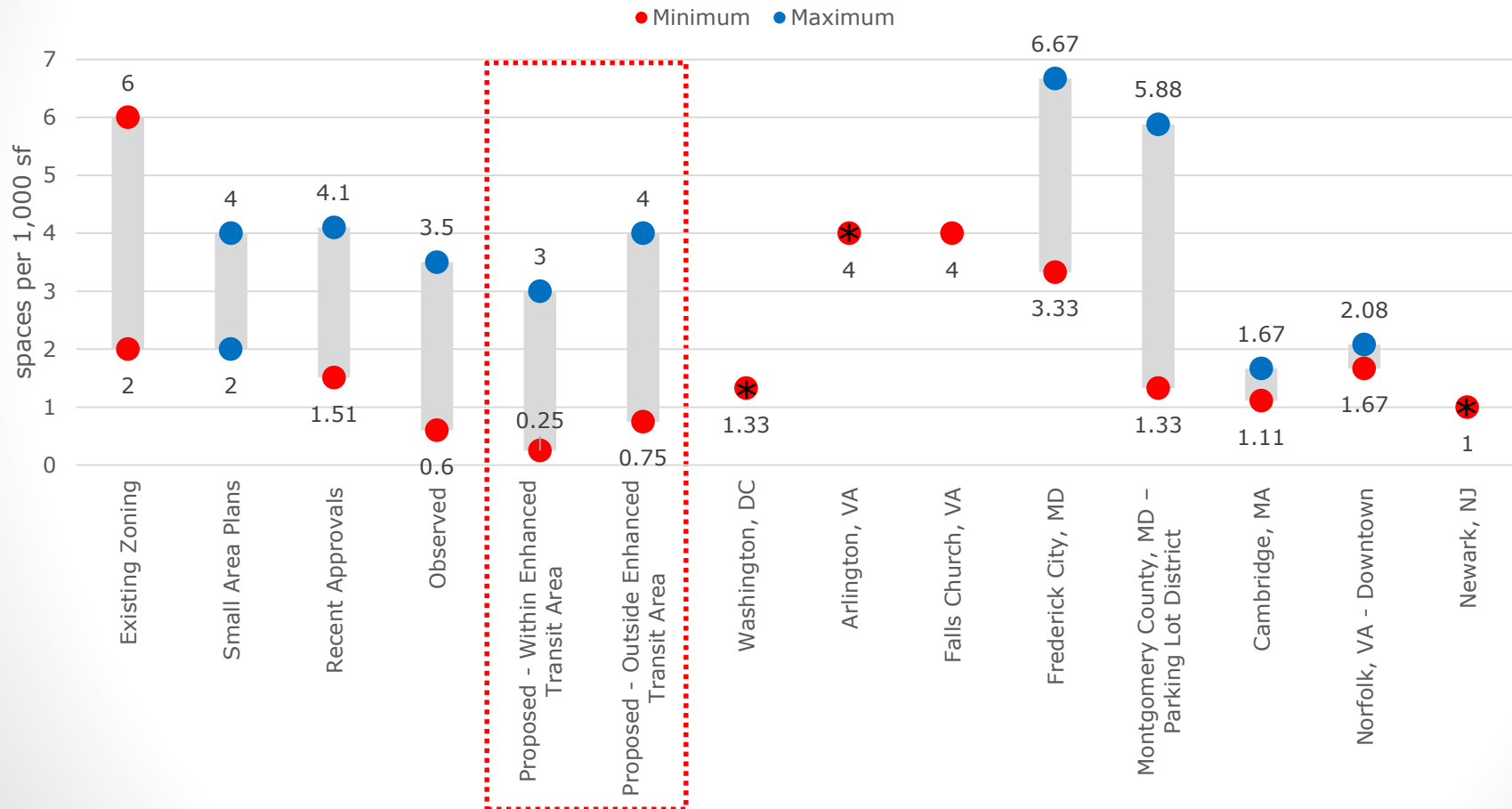
Comparison of Parking Requirements



* DC allows a 50% reduction for transit

Task Force's **Commercial Parking** Recommendations for Consideration - **Retail**

Comparison of Parking Requirements

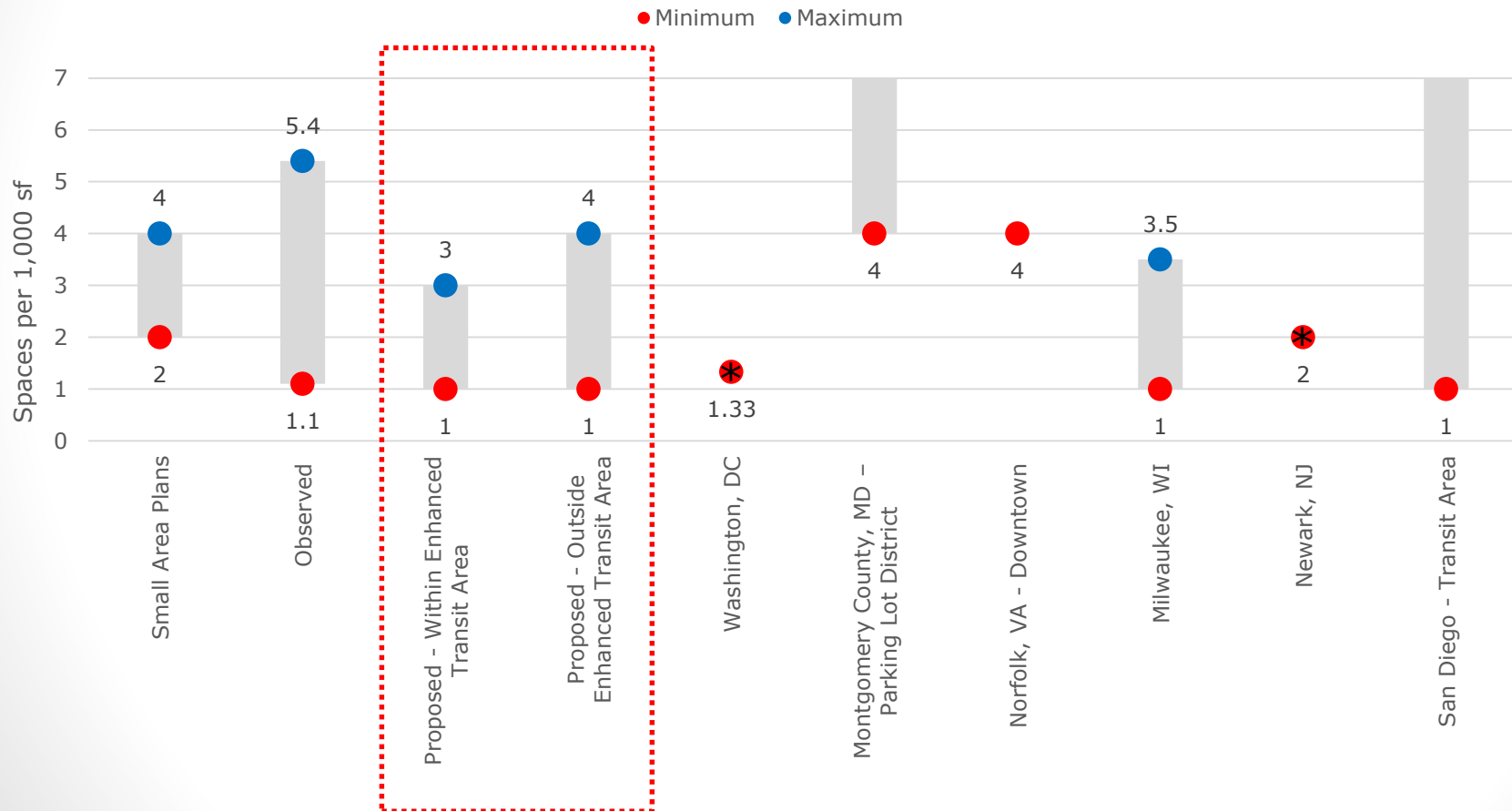


* Allows for exemptions for small uses and/or proximity to Metro

Task Force's **Commercial Parking** Recommendations for Consideration - **Restaurant**



Comparison of Parking Requirements



* Allows for exemptions for small uses

Task Force's **Commercial Parking** Recommendations for Consideration

- Parking grandfathered for existing buildings
 - No additional parking required for similar uses in existing buildings
 - Example – a new retail shop can move into a space that was previously a restaurant and no new parking required

Task Force's **Commercial Parking** Recommendations for Consideration

Items still under discussion:

- Shared parking details
- Parking requirement for hotel meeting space
- Exemption for small uses

How should you assess the approach recommended by the Task Force?

Consistent with City Policies

- Does the proposed approach **encourage non-SOV trips**?
- Does the proposed approach **support the City's sustainable vision**?

Flexible

- Are the proposed requirements **sensitive to market trends** and irregular situations?

Simple

- Do the proposed requirements set **clear expectations** for the development community?
- Are the proposed requirements **easy to communicate** to the general public and local business owners?

Commission Discussion

- Enhanced Transit Area
- Min/Max approach
- Exemption for small uses

Thank you!

For more information visit
alexandriava.gov/ParkingStudies

OR contact Katye North
Katye.North@alexandriava.com

(703)746-4139



Vision Zero Action Plan Framework

Agenda Item #5

VISION ZERO

SAFER STREETS FOR ALEXANDRIA

Action Plan Framework

Background



Adopted Pedestrian & Bicycle Master Plan – Spring 2016

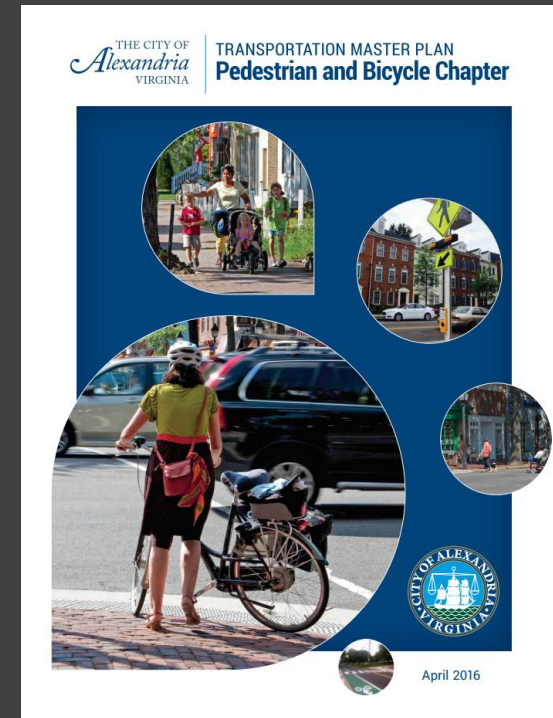
- Key strategy: Evaluate traffic deaths and develop a Vision Zero program that outlines the framework and necessary resources

Drafted Vision Zero Resolution - Summer/Fall 2016

- Worked with subcommittee to develop policy resolution and build support and receive feedback from Boards & Commissions

Adopted Vision Zero Policy – January 2017

- Resolution endorsed by Transportation Commission and adopted by City Council
- Goal: Zero traffic deaths and serious injuries by 2028.
- Directs staff to build action plan – the road map to achieve Vision Zero



What is Vision Zero?



A multi-national traffic safety project that aims to achieve a transportation system with zero deaths or serious injuries.

- Multidisciplinary approach to rethinking traffic safety
- Recognize traffic deaths and serious injuries are preventable
- Sets aggressive timeline to eliminate both
- Strategic and measurable goals
- Data-driven

Action Plan Timeline



- Form interdepartmental work group – Feb 2017
- Review existing program, policies and plans – May 2017
- Extensive community engagement effort – May 2017
- Complete comprehensive crash analysis – July 2017
- Identify applicable data-driven best practices – July 2017
- Draft Action Plan for public review – Summer/Fall 2017
- Transportation Commission (Public Hearing) – December 2017
- Adoption by City Council (Public Hearing) – December 2017 / January 2018

Partner Agencies

- Transportation & Environmental Services
- Alexandria Police Department
- Alexandria Fire Department
- General Services – Fleet Management
- Commonwealth Attorney's Office
- Health Department
- Geographical Information Services
- DASH
- Office of Human Rights
- City Manager's Office
- Recreation, Parks, & Cultural Activities
- Office of Performance & Accountability
- Office of Communications & Public Information
- Planning & Zoning

Public Involvement Overview

Purpose:

- Increase awareness of the Vision Zero concept, existing policy, and activities
- Gain insight into the public's safety issue areas, biggest concerns, and priorities for transportation safety

Approach:

- Engage a wide segment of the community to reflect the diversity of the City's residents and visitors

Event Format:

- Street Meetings
 - Old Town Farmers Market/ Metro Station/ Mark Center/ West End/ Arlandria / TC Williams HS
 - 467 people engaged
- Online Survey
 - 560 participants



Public Involvement – Key Findings



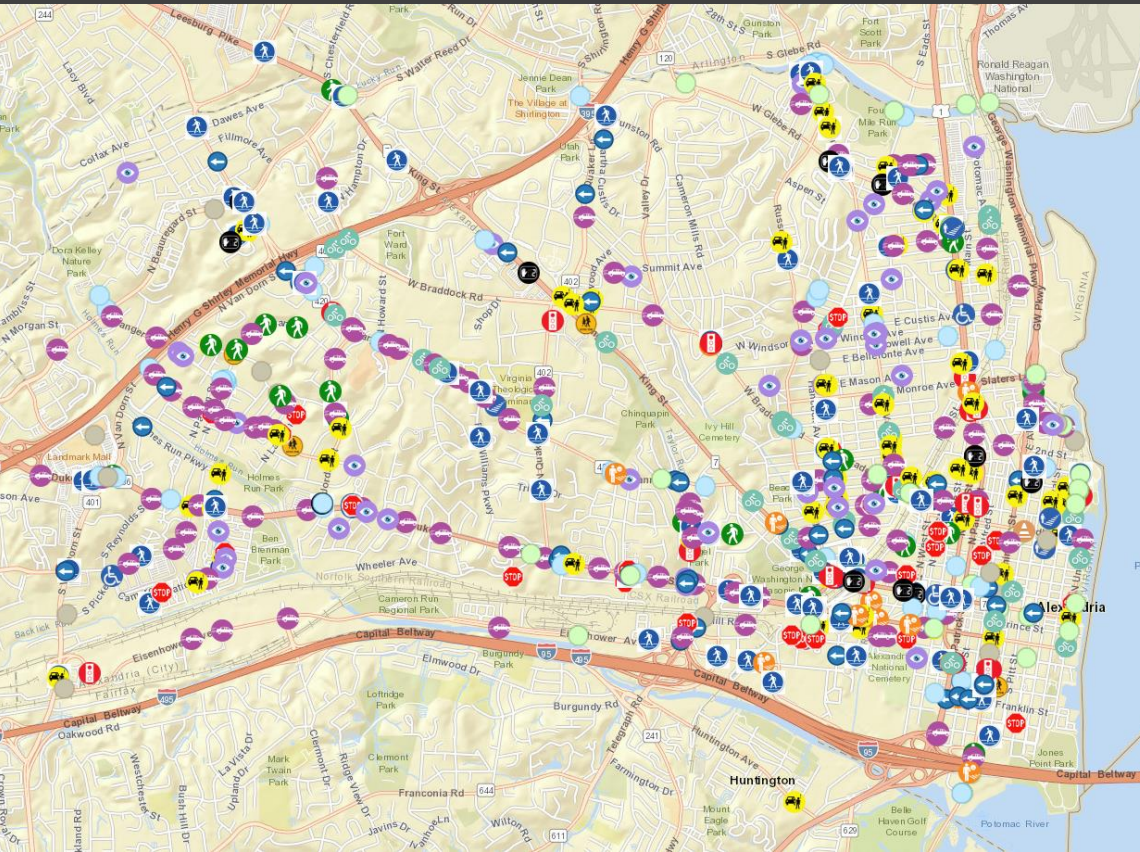
Top 3 Challenges to Safely Moving Around Alexandria

1. Districted drivers
2. Speeding
3. People running red lights of stop signs

Over **16%** of Participants had experienced or knew someone that was seriously injured or died in a crash. Primary factor reported were (in order)

1. Districted drivers
2. Speeding
3. People running red lights of stop signs

Public Involvement – Wikimap



- 676 comments
- Key Findings:
 - Speeding
 - Drivers fail to yield / run stop lights and signs
 - Need improved pedestrian infrastructure
 - Poor accessibility due to sidewalk and other infrastructure conditions
 - Confusing traffic patterns
- To be compared with KSI* spatial data

* KSI = Killed or Seriously Injured

KSI Analysis* - Overview



Dataset

- APD crash data CY 2011-2016

Methodology

- 1) Descriptive exploration
- 2) Statistical analysis (significance test, logit models)

Limitations

- Quality and quantity of crash reports

* KSI = Killed or Seriously Injured

Data Trends



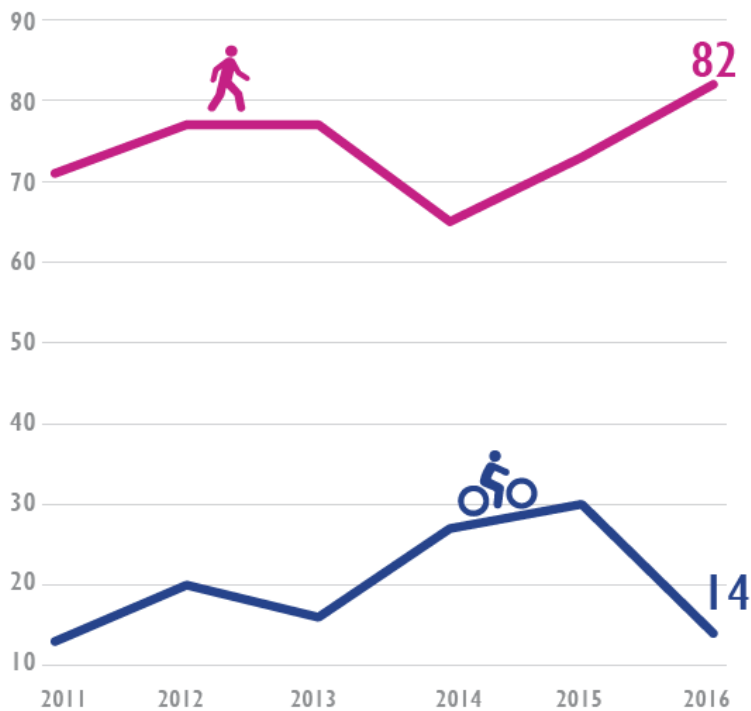
1. Risk has dropped since 2011
2. Risk is elevated during certain times of day and seasons
3. Corridors with elevated risks
4. Environmental (weather, lighting, and road) conditions elevate risk
5. Certain street design characteristics impact KSI risks
6. Increased speed increases KSI risks
7. Pedestrians are particularly vulnerable road users.
8. Motorcyclists are particularly vulnerable road users.
9. The young and old have distinct KSI risks
10. Poor choices (lack of safety restraint or drinking) increase KSI risks

KSI Risk has dropped since 2011

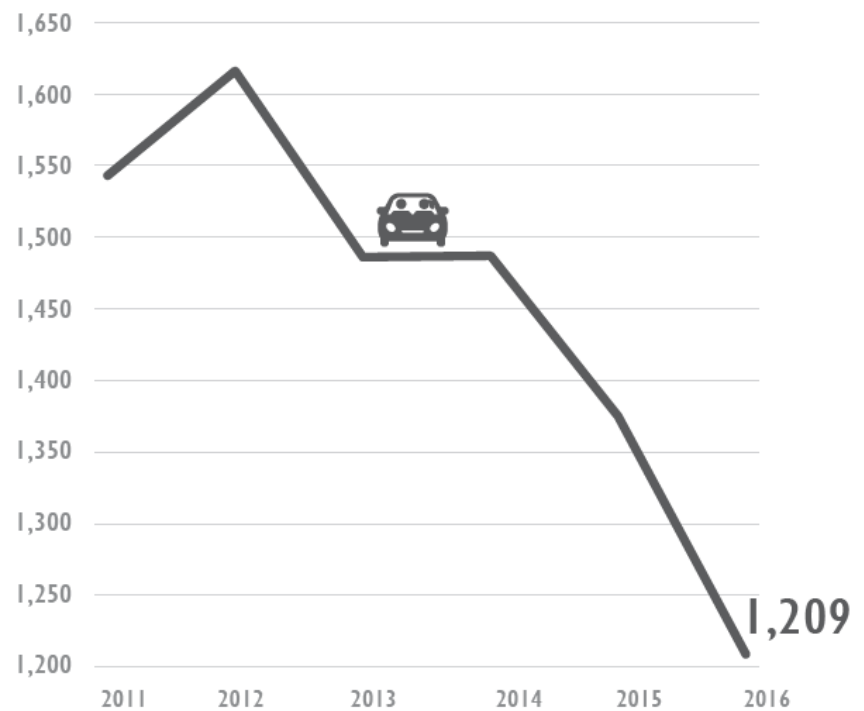


TOTAL CRASHES

crash type ● bicycle ● pedestrian



● vehicle only



Increased Speed Elevates KSI Risk



SPEED MATTERS

PEDESTRIAN CRASHES WITH VEHICLE SPEEDS AT...



under 20 MPH

14% 
had a serious injury or
did not survive



20-29 MPH

18% 
had a serious injury or
did not survive



30-39 MPH

35% 
had a serious injury or
did not survive



40 or more MPH

100% 
had a serious injury or
did not survive

Pedestrians are More Vulnerable



FROM 2011-2016,

445 PEDESTRIANS WERE INVOLVED IN CRASHES

1 IN 7

CRASHES RESULTED
IN A FATALITY OR
SERIOUS INJURY



Action Plan Organization



1. Why is Vision Zero needed?
2. How was the Action Plan developed?
3. How will we achieve Vision Zero?
4. What will it take to achieve Vision Zero?
5. How will we measure success?

Strategy Development



Drafted strategies based on:

- KSI Analysis Key Findings
- Public Involvement
- Review of Existing Programs, Policies and Plans
- Input from Work Group
- Review of Data-Driven Best Practices
- Vision Zero Network Key Principles

Strategy Themes



1. Build Safe Streets for Everyone [Engineering]
2. Promote Culture of Safety [Education & Enforcement]
3. Enhance City Processes & Collaboration [Administrative & Policy]
4. Improve Data Collection [Evaluation]



Next Steps



- Finalize draft for public comment period – **Late October 2017**
- Public comment period – **Late October / November 2017**
- Present draft Action Plan for Transportation Commission for endorsement (public hearing) – **December 2017**
- Present Action Plan to City Council for approval (public hearing) – **December 2017 / January 2018**

Questions / Contact Info



Project Manager

Ray Hayhurst, Acting Complete Streets Program Manager

Raymond.Hayhurst@alexandriava.gov

www.alexandriava.gov/VisionZero